

THE BAMBERG HERALD.

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ONE DOLLAR PER YEAR.

SQUALL UPSETS BOAT

Another Disaster Wherein Waves Claim Many Victims.

SIXTEEN LIVES REPORTED LOST

The steamer City of Golconda, plying between Paducah, Ky., and Elizabethton, Ill.—Details of Disaster Meagre.

The steamer City of Golconda, plying between Paducah, Ky., and Elizabethton, Ill., was struck by a squall during a storm about 7 o'clock Monday night as she was en route to Paducah. She turned over in 10 feet of water, six miles above the city, as she was going into Crowell's landing. Sixteen persons are reported drowned, the disaster occurred as supper was served, and many of the seventy-five persons were in the cabin. The wind struck the boat without warning and there was no time for those on the inside to escape.

Captain Jesse Bauer and Pilot E. E. Peck were the last to leave the boat and swam to shore. They saved several persons struggling in the water and left the survivors in a house near the bank and came to the city. Captain Bauer, who arrived in Paducah two hours after the catastrophe, said: "The boat was getting ready to land when the squall struck her and we were listed. Several passengers, who were inside, jumped overboard and were caught by the boat. The ladies, all of whom were in the cabin, could not be reached. The boat settled down in ten feet of water over a reef and two of the men who were in the cabin—H. E. Wooten and N. S. Quartermore, of Hampton—broke through the glass and were saved. Three colored deck hands saved a woman and child, and I think she was the only woman saved. A yawl that had broken loose was caught by some of those struggling in the water and taken to the bank. We returned to the boat on this, but could find no signs of life, and returned to shore."

The boat was valued at about \$2,500 and had been in the trade for several years. There was no way to determine the number of dead and their names until the boat's books should be found. Captain Peck places the number at sixteen. The Mary N. left soon after the survivors reached the city for the scene. She returned at 11:30 o'clock Monday night with those saved. They report that ten women were drowned and the total number of those who perished will reach seventeen or twenty. None of the bodies were recovered Monday night, as the rescuers could not get into the cabin.

WILL CHALLENGE HOWISON.

Schley's Attorneys to Investigate a Member of Inquiry Court.

The navy department has decided that the Schley court of inquiry shall be held in the gunners' work shop at the navy yard. The work shop is a large, new building and well adapted to meet the requirements of the court. Judge Jere Wilson and Hon. Isadore Raynor, counsel for Rear Admiral Schley, called on Acting Secretary of the Navy Hackett Monday and made inquiries regarding the department's list of witnesses. During their conference Messrs. Raynor and Wilson advised Hackett that a communication would be sent him relative to certain statements reported to have been made by Rear Admiral Howison, a member of the court of inquiry, in regard to the Schley-Sampson controversy. The letter to Secretary Hackett will inclose copies of interviews purporting to have come from Admiral Howison, stating among other things, that the battle of Santiago was won by Sampson; that the latter's presence was unnecessary at that fight; that Schley deserved no credit for the victory, and that between the two officers Sampson is the better one.

Mr. Hackett is requested to forward this communication to Admiral Howison for his consideration, and a copy of that officer's reply to the department is asked for.

WELLS TO ASSIST SCHLEY.

Admiral's Flag Officer Called to Washington as a Witness.

Lieutenant Wells, who was flag officer for Admiral Schley during the West Indian campaign, has been detached from the Kearsage and ordered to Washington to assist Admiral Schley in the preparation of his case. This action was taken at the request of the admiral, who said he desired the assistance of Lieutenant Wells because of his familiarity with all the correspondence during the time he (Schley) was in command of the "flying squadron."

COSTLY TOBACCO SMOKE.

Building of American Cigar Company at Richmond Destroyed by Fire. At Richmond, Va., Monday, fire destroyed what is locally known as the J. Wright Company plant of the American Cigar Company. There were about 400,000 pounds of leaf tobacco in the building, and this, with the machinery, is estimated, was worth \$1,000,000. The total loss is placed at about \$200,000 insurance \$112,000.

"HANDS OFF," SAYS COLOMBIA.

Minister Silva Begs Uncle Sam Not to Interfere Just Yet.

The Colombian minister, Dr. Silva, had a conference with Secretary Hay at Washington Monday. Dr. Silva gave Mr. Hay information to the effect that traffic on the isthmus was entirely unobstructed, and also assured him of the ability of Colombia to keep the traffic open, also that the United States is not called upon to act until Colombia finds herself unable to fulfill the primary responsibility.

CREAM OF NEWS

Summary of the Most Important Daily Happenings Tensely Told.

—At Hogansville, Ga., Friday, there will be a contest of "fiddlers." There will be prizes offered for the best, poorest, the lean and the fat.

—Farmers in Mississippi are sending agents to the cities and towns for labor to help gather their crops. Labor is growing very scarce.

—The post office inspector at Norfolk, Va., has ordered the mail of the Fidelity Mutual Company held. It has thousands of contracts out.

—The number of persons who perished by the sinking of the steamer Islander has been placed at sixty-seven. The passengers were asleep when the steamer struck.

—The steamer City of Golconda went down near Paducah, Ky., Monday and sixteen persons—ten of them women—were drowned.

—Two negroes were lynched at Pierce City, Mo., Monday for assaulting and murdering a white girl.

—Monday the steel trust succeeded in placing in operation some of the plants which have been crippled by the strike.

—By the explosion of a shell at Fort Riley, Kans., Monday, two soldiers were killed and seven injured.

—Admiral Schley's attorneys have challenged the right of Admiral Howison to serve on the court of inquiry.

—Four men were blown to pieces and a roundhouse destroyed at Herkimer, N. Y., Monday by an explosion of dynamite.

—An explosion of benzine at Philadelphia kills three, injures twenty and destroys property valued at \$500,000.

—The Textile Workers' Union will disband and members will unite with the Federation of Labor. A ten-hour day will be demanded in the south.

—Americans stopping at a London hotel here because negro delegates to the ecumenical conference are arriving. The proprietor refused to make any distinction as to his guests.

—It is reported in London that J. Pierpont Morgan has bought the city line of steamers owned by Glasgow parties.

—The British surprise a Boer laager and kill twenty, but are forced to retreat.

—Colombia has requested the United States not to interfere on the isthmus until requested to do so.

—Ruskin commonwealth of socialists, near Waycross, Ga., is breaking up, having proved a failure. Sheriff will sell the property.

—The people of Harmony Grove, Ga., criticize the verdict in the Gus Fellows trial. They say the negro should have been hanged.

—Officers have succeeded in recapturing seven of the ten prisoners that escaped from jail at New Bern, N. C.

—Confederate veterans had a grand time at their reunion at Lexington, Ky. It is estimated that there were over ten thousand of the old soldiers present.

—The steamer Islander struck an iceberg off Douglas Island and went down, carrying sixty-five to eighty persons.

—The steel trust has smuggled strike breakers from the south into the Monessen mills.

—Treasurer Hayden, of the New York branch of Swift & Company, is missing, together with a large sum of money.

—The carriage manufacturers of Cincinnati have discharged all union men and will run their plants non-union.

—General MacArthur has reached San Francisco from the Philippines. He says war has caused many natives to revert to barbarism.

—Mr. Kruger, in an interview, says the Boers will never yield until granted full independence.

—Ecuador has joined forces with Venezuela and has sent an army across the border of Colombia.

—It is alleged that continental Europe is forming an anti-American combination.

—Ben Hill Madden was shot by Henry Smith at Concord, Pike county, Georgia. Smith caught Madden in the room where his children were sleeping.

—A third oil well is now gushing at Sunnybrook, Tenn.

—H. Hauser, a Wilmington, N. C., jeweler, is charged with incendiarism. At a fire in his establishment evidence was seen of his guilt.

—International Typographical Union adjourned Saturday after a week's meeting at Birmingham, Ala.

—Communication has been restored throughout the storm swept section. The property loss is great, but few lives were lost.

—The strikers have succeeded in closing the Bay View plant of the Illinois Steel Company. Fourteen hundred men will go out.

—The crops have failed in European Russia and over forty million people are in danger of starvation.

—France, Germany and Great Britain will send warships to the isthmus of Panama to guard their interests.

—The parliament of Great Britain was prorogued Saturday. There was nothing notable in the king's speech.

—The London Sun states that Lord Kitchener is moving to receive the surrender of General Botha.

—The German papers are harshly criticizing Von Waldersee for talking so much. It is said Von Waldersee hopes to succeed Von Buelow as chancellor.

—At Chicago and Brooklyn trolley cars collide with trains at crossings. Six persons were killed and many injured.

—The Fall River manufacturers assert that they must cut wages in order to compete with southern mills.

SOUTH CAROLINA

STATE NEWS ITEMS.

First Baig at Charleston.

The first day of new cotton was received a day or two ago from Connors, S. C. Fully middling, 526 pounds. It was bought by Inman & Co. for 10 cents per pound.

Final Payments Made.

The government has taken possession of the property of Charleston upon which the new naval station at that place is to be constructed. Captain Longnecker and Paymaster Skelding have notified the department that the cost of the purchase money was paid and the property taken possession of. The purchase price was about \$90,000.

Illinois to Have Building.

The Illinois exposition commission, charged with the selection of a site for their state building at the Charleston exposition, concluded its work and returned home a few days ago. One of the most advantageous sites at the exposition grounds has been allotted to the state of Illinois and the contract for the handsome structure which that commonwealth is to put up was quickly awarded and work upon it will begin at once.

Memorial to Dr. Rhett.

The executive committee of the Robert Barnwell Rhett, Jr., M. D., Memorial Association, which was formed at Charleston a few days ago, held a meeting later and issued an address to the people of Charleston. It is proposed by the association to collect a fund of \$50,000 to be invested in the interest of the widow and children of Dr. Rhett, and ultimately to be devoted to the erection of some permanent memorial to him in the city. The executive committee appointed sub-committees for every ward in the city of Charleston to take charge of canvassing in the interest of the fund which they are to raise.

New Mill For Gaffney.

Some time ago a northern concern began corresponding with some one in Gaffney relative to the location of a factory there for the manufacture of supplies for cotton mills, such as cams, rollers, bobbins and such other articles as are in constant use by cotton factories. The northern syndicate sent their representatives to the town recently to confer with the business men and as a result they agreed to build a \$25,000 factory with the assurance of an early increase in the capital stock, and let the contract for same before leaving. They do not ask that any of the Gaffney people invest in the enterprise at all.

The factory will be located just outside of the eastern limits of the town between the Southern and South Carolina and Georgia extension railroads. The articles they will manufacture are those that are manufactured entirely at the north at present.

Killed By Watchman.

A Charleston dispatch says: The sudden death of Coroner Vaughan prevented the holding of an inquest over the body of young John M. Ward, a cotton buyer, who was killed by Watchman Keegan, at Chilom's mill late Saturday night. According to the evidence gained thus far, Ward and a gay party had been out sailing. A number of the young men had been drinking, and it is said, Keegan remonstrated at the noise they were making. A difficulty followed, and Keegan says he shot in self-defense. He claims that Ward had thrown him down and was choking him when he fired. This is denied by the sailing party, their claim being that Ward was killed by a bullet which was intended for another.

The members of the sailing party are all well known and well connected, but some of the youngsters are gay for their age, and are wild and rapid. By reason of Ward's standing in Charleston, the killing has created much concern, and the regret is that he was caught in bad company. Keegan is in jail.

Strikers "Evacuating" Charleston.

The letter sent to the commercial organizations by President Samuel Spencer, of the Southern railway, in which he declared that the railroad had no concessions to offer the striking machinists, has forced the strikers to the conclusion that they will not be able to return to their former positions. So far as the railroad company is concerned, the troubles have been ended. The shops at Charleston are filled with new men brought in from the north, but the strikers have used great efforts to have the new men quit work. It was announced a day or two ago that many of the strikers had left the city for other points where they have secured work. A number of the machinists have been employed at the various phosphate mills above the city, and the men are not thinking seriously of being reinstated. The strike troubles at Charleston were more aggravated than at any other town along the Southern railway. The troubles there were increased by politicians, who have endeavored to make capital out of the differences, in the hope of securing the machinists' votes in the next election.

Vile Liquor Sold to Army Men.

A communication sent to a New York newspaper by Mrs. Sanford, wife of Captain J. C. Sanford, engineer corps, U. S. A., stationed at Charleston, has been widely commented on, both in army and temperance circles of the city. Mrs. Sanford took occasion to point out the bad results which have followed the abolition of the

army canteen. The fact was cited that three deaths were recently caused at Fort Fremont, S. C., by the drinking of vile whisky, concocted and sold by negroes to the soldiers. These negroes live on the outskirts of the post and did a thriving business.

The recent murder and suicide at Sullivan's Island, when Private Hacker murdered his wife and then killed himself, has been traced directly to the effects of the bad liquor sold by contraband dealers. The liquor is poisonous and fires the brain of men who drink it in a startling manner. The dealers who are operating the blind tiger canteen system sell a concoction composed of one part of the cheapest quantity of extract obtained by boiling tobacco, lesser amounts of red pepper and sulphuric acid, and the rest water. It does not take an experienced drinker long to figure how soon a drink of this kind will knock him out.

TO WATERY GRAVES

More Than Two-Score Steamer Passengers are Consigned.

VESSEL WRECKED BY ICEBERG

Boiler Exploded as Splintered Wreck Went Down, Killing Many That Might Have Been Saved.

The steamer Islander, the crack passenger steamer of the Alaskan route, operated by the Canadian Pacific Navigation Company, of Victoria, British Columbia, struck an iceberg off Douglas Island at 2 o'clock on the morning of Thursday last and went to pieces, carrying down from sixty-five to eighty souls, including passengers and members of the crew. Some of the survivors arrived at Victoria Sunday evening by the steamer Queen. They report that as the vessel went down her boiler exploded, causing the death of many who might have escaped. Captain Foote was on the bridge when the vessel struck and stayed there and went down with his steamer.

There was \$275,000 in gold on the steamer, \$100,000 of which was carried by passengers. H. H. Hart, who has spent sixteen years in Klondike, lost \$35,000 in dust.

No accurate list of the dead will be had until the arrival of the purser on the steamer Farrallon.

George McL. Brown, executive agent of the Canadian Pacific railroad, after interviewing the officers and passengers who returned, said: "The purser is remaining in the north attending to the forwarding of through passengers. It is impossible to give an accurate list of those lost, but the fact that 113 were saved, the number lost must be very much below the figures mentioned. In my opinion the loss of life will not exceed twenty."

PRINTERS FINISH LABORS.

International Typographical Union Adjourns at Birmingham, Ala.

The forty-seventh annual convention of the International Typographical union came to an end at Birmingham, Ala., Saturday morning, adjournment being taken to meet next year in Cincinnati. An amendment to the constitution was adopted by which the plurality rule will hereafter apply in the election of the president and secretary-treasurer, the same as to the other international officers. The majority rule has heretofore prevailed.

A proposition to levy a special assessment for label agitation was adopted, as was also a proposition to make machinists' assistants members of the union. The latter prevailed over the adverse report of the laws committee.

A proposition excluding the testimony of non-union printers when a union man is on trial also carried.

PILOT BOAT RUN DOWN.

Cut in Two by Big Steamer and Four Occupants Drowned.

A New York dispatch says: The German steamer Alene, now running in the Atlas branch of the Hamburg-American line, ran down and sank the pilot boat James Gordon Bennett No. 7 Saturday afternoon and drowned three pilots and the cook of the Bennett.

The accident occurred near the Scotland Lightship while the pilot boat was lying hove to on Sandy Hook bar about ten miles east of Sandy Hook. The survivors say the whole thing happened so quickly that they were floating in the water before they realized what had happened. The big steamer cut the pilot boat completely in two.

Machias En Route to Colon. Having been advised by the weather bureau that danger from the recent storm had passed, the gunboat Machias weighed anchor at Norfolk, Va., shortly after noon Saturday and sailed for Colon.

DOCTORS ANSWER SUIT.

A Brother M. D. Claims Damages For Alleged Injurious Assertions. The members of the Atlanta (Ga.) Society of Medicine, through their attorneys have filed answer to the \$10,000 damage suit recently instituted against the society by Dr. E. S. E. Bryan, who alleges that by direction of the Atlanta Society of Medicine his name was presented to the grand jury in 1900 as an illegal practitioner, and it is for that he seeks damages.

Applies Only to Other Countries.

The treasury department has decided that a customs duty of 5 cents cannot be imposed on coffee imported into Porto Rico from the United States. The duty applies, however, to coffee imported from other countries.

SIXTY-SEVEN KNOWN DEAD.

Further Details of Steamship Islander Disaster and Consequent Frightful Loss of Life.

The steamer Queen arrived at Port Townsend, Wash., Monday from the north, bringing details of the wreck of the steamer Islander, which proves to be one of the most appalling marine disasters on the Pacific coast.

The steamer sailed from Skagway August 14, and when nearing the southwest end of Douglas Island at 2 a. m. August 15, running at full speed, struck a floating iceberg and in less than twenty minutes went to the bottom of the deep channel, carrying men, women and children to watery graves.

The Islander had 108 passengers and all were in bed when the vessel struck. The shock was so severe that many were thrown from their berths and the wildest excitement prevailed. Word was soon passed that the vessel was doomed and a general scramble for the lifeboats ensued, many jumping overboard and attempting to swim for the shore, the distance being short. In the scramble to get into the boats many were hurled headlong into the chilly water, which, according to passengers arriving from the scene, seemed alive with human beings. Before all the passengers had left the vessel gave a lunge and went down, bow first. It is known that sixty-seven lives were lost. It will be some time before their names can be definitely learned, as the purser lost his passenger list.

Story of Survivors.

United States Consul Smith, of Victoria, who was a passenger on the Queen from Juneau to Victoria, gleaned the following story of the wreck from among the forty survivors who were passengers on the Queen:

"The Islander left Skagway for Victoria Wednesday evening with 108 passengers and a crew of sixty-one men on board and ten or twelve stowaways. All went well until 3 o'clock Thursday morning, when the south end of Douglas Island was reached. Then suddenly the steamer encountered an obstruction, said to have been an iceberg, and stopped with a jar which aroused many of the sleeping passengers.

"Captain Foote was having breakfast and the pilot notified him of the trouble. When the vessel struck, the water rushed in forward in great volumes, and the pilot advised that the vessel be run on the beach, not over half a mile distant, at once. To this the captain objected, saying the beach was too abrupt. He thought there was no immediate danger, but would run a few miles farther down, where he knew there was a good landing.

"The captain assured several passengers there was no immediate danger, and that they could go back to bed, and sent the first officer down to examine. That officer reported there was great danger, and urged that the vessel be beached at once. The first officer was countermanded by the captain who, however, finally realized the seriousness of the situation and allowed the first officer to get down the boats.

"Meanwhile, the passengers, aroused to their peril, appeared on deck and a rush was made to the purser, who had been given much treasure for safe keeping. Purser Bishop handed all out except two bags of \$10,000 each, which were not claimed and which went down with the vessel. The bow of the steamer steadily sunk and twenty minutes later propeller and rudder were high in the air and useless, but the captain remained on the bridge until the last and finally jumped on a life raft. When the steamer went under an explosion occurred. The captain lost his hold on the raft and went under."

All the rescued speak in high terms of the courage and assistance given by Chief Engineer Brownlee and First Officer Neutrosow, who saved several lives.

Storm Damages Batteries.

The war department has been informed that the damages to the batteries at Fort Morgan, below Mobile, Ala., from the recent storm are very extensive.

Storm Isolates Mobile.

The tropical storm which raged along the gulf coast completely isolated the city of Mobile, Ala., from the outside world.

TRUST GETS BETHLEHEM WORKS

Option Held By Schwab Passes Into Hands of Big Corporation.

It was indefinitely learned at New York Monday that the control of the Bethlehem Steel Company is no longer in the hands of Charles M. Schwab, president of the United Steel Corporation. Mr. Schwab, it was authoritatively stated, has allowed his interest in the Bethlehem Steel Company to pass into the hands of a syndicate identified with the United States Steel Corporation, the manager of which is the banking house of J. Pierpont Morgan & Co.

ACTING FOR MORGAN?

Line of Fourteen Steamers in East Indies Trade in New Hands.

It is reported in Glasgow, Scotland, that J. R. Ellerman, of the Leyland line, has purchased the old established line of fourteen steamers, the price being nearly 1,000,000 pounds. Mr. Ellerman, according to rumor, is acting for J. Pierpont Morgan and his associates.

RESCUED AT LAST.

Men Trapped in Lake Tunnel at Cleveland Are Finally "Unearthed."

Adam Kest and Joseph Eugene, two of a dozen or more workmen who were trapped in the water works tunnel two hundred feet below the surface of Lake Erie by the burning of Crib No. 2 last week were rescued from the horrible position late Monday afternoon and are now lying semi-conscious at Huron street hospital, Cleveland, where, with careful nursing, the physicians say, they will soon recover.

GULF COAST STORM

Wind and Wave Play Havoc From Pensacola to New Orleans.

GREAT LOSS OF LIFE FEARED

Wires Are Prostrated and Hurricane-Stricken District is Totally Isolated—Many Vessels Face Grave Dangers.

A New Orleans special says: The storm which has been sweeping the gulf coast from Pensacola and moving westward during the past two days has prostrated telegraph and telephone wires to such an extent that news from the outlying sections is hard to get. The greatest fears have been entertained for the safety of the people living at Port Eads, which is at the mouth of the river, and for the ships that started for sea just before the storm began. The wires there have been prostrated since Tuesday night at 8 o'clock, but a man has been reached who left Port Eads at 2 o'clock on Wednesday. He was seen at Durak, which is 60 miles down the river, and the farthest point with which there is wire communication at the present time.

This man describes the storm which swept that section as a regular tidal wave similar to the one which resulted in such awful loss of life in 1893. He says all the people living on the east bank of the river have moved to the "jump," which is 15 miles from the mouth of the river.

Family of Fifteen Lost. The house of a man named Cobden, half a mile above the quarantine station, was swept away, and the fifteen members of the family, including nine children, drowned. The quarantine buildings were badly damaged, but no one injured. The big towboat Chamberlain was driven high and dry in the marsh, but her crew are safe. The government boat at General Reile is believed to have been lost. Captain O'Brien's house was swept away, but he was on the boat which was believed to be outside. The pile driver at Port Eads was sunk. The steamboat Burns was driven ashore near the light house and later it was reported that she had sunk. Her crew were said to have been saved. The tugboat Velasco went down to Pass A. L'Outre, which is the eastern mouth of the river, with two barges. When last seen she had her decks awash and is believed to have gone down. If this boat and her barges have been lost, twenty people more have been drowned. There are numerous reports of individual casualties all along the river from Burns down to the passes.

All the steamers which started for the sea Tuesday remained inside the passes until Wednesday evening, and then went out safely, among the number being the Greenwell liner Proteus and the British transport Mechanician, which was dynamited while in port a few days ago. Not a single vessel has passed up the river since the storm began and great fears are entertained for the ones which are expected.

Great Loss of Life Feared. There is serious apprehension concerning the Cheniere, Caminda and Grand Isle sections, on the south Louisiana coast, west of the Mississippi river, where 2,000 lives were lost in 1893 by the tidal wave. Up to this writing no word has been received from that section, which is largely inhabited by fishermen, mostly Chinese and Malays.

Up to midnight Thursday night everything seemed to be safe at the Mississippi coast towns, Bay St. Louis, Pass Christian, Biloxi, Mississippi City and Ocean Springs, but since then not a word has been heard from them. All wires are down but no great fear is entertained. The only reports of damages so far received are of destroyed bath houses and uprooted trees.

Storm Isolates Mobile. The tropical storm which raged along the gulf coast completely isolated the city of Mobile, Ala., from the outside world.

Sanford Shortage Verified.

Committee of Expert Examiners Report to County Commissioners.

The special committee, consisting of M. F. Govan, C. M. Marshall and Foster Harper, made its report to the county commissioners at Rome, Ga., Thursday afternoon on their investigation of Tax Collector V. T. Sanford's books.

They report a shortage of \$35,657.18, an increase of nearly \$2,000 over the amount reported by the grand jury some weeks ago. Of this amount \$19,000 is due the county and the balance the state.

GOVERNMENT IN POSSESSION.

Final Payments Made on Naval Station Property at Charleston.

The government has taken possession of the property of Charleston, S. C., upon which the new naval station at that place is to be constructed. Captain Longnecker and Paymaster Skelding have notified the department that the last of the purchase money was paid and the property was taken possession of on Wednesday.

GEORGIA'S TREASURY BALANCE.

According to Official Report For Last Quarter Sum is \$836,180.91.

The report of Georgia's state treasurer and comptroller general, showing the receipts and disbursements at the state treasury for the quarter ending June 30, 1901, was issued Wednesday by the executive department.

The total receipts for the past quarter were \$1,603,488.55; the total disbursements, \$767,307.64. The balance in the treasury on June 30 was \$836,180.91.

STORK HONORS GOVERNOR BECKHAM.

The stork visited Governor Beckham's mansion at Frankfort, Ky., Friday morning and left a fine girl. The governor was away at Bardstown. This is the first baby born in the executive mansion since the Buckner administration.

Signor Crispi's Remains in Church.

The remains of Signor Crispi were transferred to the Capuchin church in Palermo, Italy, Friday, where they will remain until permission is granted for their interment in the Pantheon.

MANY BATTLES FOUGHT.

Forces of President Castro, of Venezuela, Have Numerous Engagements With Revolutionists.

Mail advices received at San Juan, Porto Rico, from Caracas, Venezuela, under date of August 10 give accounts of numerous engagements in the state of Tachira between President Castro's forces and the revolutionists. In Castro's official bulletins he mentions the Colombian army. He reported engagements since the battle of San Cristobal, July 19, at Pirineos, Las Felpas, La Parada, La Grita, Encantados, Colon and Las Cumbres, all in Tachira.

The Venezuelan casualties, according to Castro's official bulletins, were General Rosendo Madina and four colonels killed and 300 men killed and wounded. Madina was a prominent man. He was formerly a governor and senator. August 8 there was an encounter at Las Cumbres with a second force of revolutionists.

The news of Caracas correspondent, writing August 10, says a second Colombian army invaded Venezuela. This second force is reported to be a number of 5,000 men. Friday troops attacked Las Cumbres and were repulsed. The main division of the armies have not yet met.